

VINTAGE CAR CLUB OF CANADA

SECTION 1 - JUDGING AND JUDGING GUIDELINES - 2005

The vehicle is to be judged for itself. It should make absolutely no difference where, how, or who restored the vehicle. The vehicle must stand entirely on its own merits. The vehicle must be viewed as an object aside from personalities, cash outlay, professional or amateur restoration.

1. Chief Judge:

The Chief Judge is appointed annually at the Fall Special Meeting by the Board of Governors on advice of the Judging Committee. The Chief Judge is the final authority on matters related to judging and shall have the final decision. The appointment will be for a one year period. In case of doubt, Senior Judges should consult with the Chief Judge. The Chief Judge may dispense with any items or combination of items relative to judging if he/she deems it necessary and to see that enough judges have been chosen and are well versed in their role prior to judging. Presentation of the trophies will be made by the Chief Judge or his/her designate.

2. Assistant Chief Judge:

The Assistant Chief Judge will be appointed by the Chief Judge for a one year term. It is intended that the person will have served in the capacity of Senior Judge; however, any member of the VCCC would be eligible at the discretion of the Chief Judge. The duties of the Assistant Chief Judge are:

- a. To administer the policies and procedures in all matters concerned with judging;
- b. To liaise with the chapters or, in particular, the host chapter of the Annual May Tour providing information and guidance as required;
- c. To act in place of the Chief Judge.

3. National Field Marshall:

The duties of the National Field Marshall are:

- a. To liaise with the host chapter regarding facilities, needs, etc.;
- b. To oversee parking of vehicles;
- c. To report to the Chief Judge and work with the Chief Judge, Assistant Chief Judge and Senior Judges as required;
- d. To be responsible to check off the cars upon completion of the qualifying run.

4. Judging Committee:

The Judging Committee is a standing committee chaired by the Chief Judge. Application to become a member of this committee is to be made in writing to the Judging Committee. Senior Judges of the immediate past May Tour or the impending May Tour may be members of the Judging Committee. Consultants as may be deemed appropriate by the Chief Judge will also be members of the Judging Committee.

The duties of the Judging Committee will be:

- a. To review the judging procedures for the current year and, if necessary, make

- recommendations to the National Board of Governors for any changes prior to the next May Tour;
- b. To keep the Judging Guidelines up to date;
- c. To ensure that all the trophies are accounted for and that the engraving is kept up to date. Engraving Costs, Keeper Awards and Award Ribbons are to be paid by the National.

5. Senior Judges:

Individuals should notify the Judging Committee if they wish to become a Senior Judge. The Senior Judge will head a team of at least three judges in each vehicle class. It is expected that the Senior Judge will have previous experience and be reasonably knowledgeable in the types of vehicles involved. The Senior Judge would normally have the final say in matters relating to the class being judged but in cases of serious disputes, would refer to the Chief Judge for a final decision. The Senior Judge is responsible to ensure that a team of three judges is available for his/her vehicle classification. The Senior Judge is responsible for the collection, verification and submission of the judging worksheet.

6. Judges:

Individuals may apply to the Judging Committee to become judges. Judges are appointed by Senior Judges of the vehicle classifications. The following rules will apply to the judging:

Judging Rules & Procedures

- a. When judging, mark on the judging worksheet the points deducted. When you have judged the entire vehicle, add up the total number of points deducted and subtract that number from 1000 to get the final point score. Sign the worksheet and turn it in to the Senior Judge.
- b. The Vehicle Owner must be present at the time of judging unless prior arrangements have been made with the Chief Judge.
- c. Judges will not raise hoods, open glove compartments or trunks nor will they disturb any setting of brakes, switches, etc..
- d. Consultation between judges on technical matters is permitted. Each Judge is to judge independently, speaking to no one about point scores. Any questions should be directed to the Senior Judge.
- e. Judges are to refrain from discussing point deductions with the Owner. Under no circumstances should a Judge be drawn into a position of justifying any part of the judging with anyone.
- f. It is advisable to "scan the field" before judging to get a "feel" for the vehicles present. However, if after judging the number of vehicles you realize you have made an error and have not judged the vehicles fairly, you are at liberty to go back and correct the mistake. Initial each change you make. Under no circumstances should a Judge reveal his/her scoring sheet to another person or allow his/her judging sheet to be seen by anyone.
- g. No smoking while judging.
- h. Do not use the vehicle as a desk when marking the judging form.
- i. Some concessions should be made where replacement items are used to replace original equipment that is no longer available. These replacement items should look and perform as well as or better than original equipment. Examples would be: multi-ply windshield blades, original script batteries with new, old style, script batteries, original style tires, oil filters, fan belts, radiator hoses, etc.. No

- deductions for normal tire wear.
- j. All folding tops must be up for judging. A folded down top will incur a 50 point deduction.
- k. Be careful not to deduct points twice for the same fault, eg deducting points for dented headlamp under the "bright work" section and again under the "electrical equipment" section.
- l. Points are not to be deducted where modern safety glass has been used to replace original glass providing appropriate logos are reapplied. A vehicle with appropriate logos to receive full credit.
- m. Points are not to be deducted where turn signals or seat belts have been neatly and carefully installed or where original cowl lamps or tail lamps have been altered to function as turn signals.
- n. If there is doubt in the mind of the Judge as to whether an item is authentic or not, points will not be deducted. In cases of uncertainty, the decision must be in favour of the vehicle.
- o. In order to complete the safety check it is required that the Owner or his/her representative be present so that the engine can be started, the lights turned on, brakes applied, etc.. If the Owner is not present and cannot be found, no safety check will be performed and, as a result, this section will score zero.
- p. Keep in mind, first and foremost, motor vehicles were designed to be driven, there were defects in manufacturing and defects created through use. Therefore, it is essential that penalty points be deducted in proportion to the importance of the defect.
- q. When there is some aspect of a vehicle which is unusual or difficult to imagine to be true, it is incumbent upon the Owner to furnish proof of authenticity to the Senior Judge. It is the responsibility of the Senior Judge to recognize and confirm the vehicle is authentic.

7. Judging Results:

Judging results will be given to the Owner, upon request, at the end of the tour. It is intended that all Owners who have had vehicles judged will pick up their judging results and use them to assist with further restoration work where necessary. Any results not claimed within 30 days after the tour will be destroyed. A permanent record will be kept of all Best of Class vehicles, which will automatically be elevated to the Senior Vehicle Class.

8. Best of Class:

The highest point first place vehicle in each class will be deemed to be the Best of Class and will receive the appropriate trophy. At the same time, the vehicle will receive a Senior vehicle plaque and will be elevated to Senior Vehicle Class. This will mean that the vehicle cannot again enter the same classification as a junior vehicle but must compete in the Senior Vehicle Class. This will ensure that new winners are eligible each year for the Best of Class trophy and, at the same time, encourage older restorations to come out for judging.

9. Best Senior:

All vehicles which have previously won a Best of Class Medallion scoring 900 points or more are eligible to compete in this class. Every Senior vehicle that scores 750 points or more will receive the appropriate award. The highest point vehicle of the Senior class, scoring more than 899, will receive the "Best Senior Award" and will be moved into the Preservation category for all future judging events. If the vehicle changes

ownership, the vehicle will remain in the appropriate category. All Senior vehicles may compete every year in the Senior category until they have won the category with more than 899 points.

10. Preservation Award (Refer to NAACC Guidelines):

Only Best Senior Vehicles are eligible for this award. At the first meet after becoming Best Senior Vehicle and where the vehicle scores 900 points or more, it will be awarded a PRESERVATION AWARD PLAQUE. More that one plaque may be awarded in this category. At subsequent meets Best Senior Vehicles that have won the Preservation Award Plaque and score 900 points or more will be awarded an additional Preservation Oval Badge.

11. President's Award:

Awarded to the two highest point Best of Class vehicles. (pre-war and post-war)

12. National Association of Automobile Clubs of Canada Award:

This award is given to the highest point vehicle of the meet. In case of a tie multiple awards will be given. This award should be presented by the NAACC Chief Judge or their designate, ie the Provincial representative.

13. Specialty Vehicle Categories:

The foregoing general judging guidelines cover all vehicles being judged with the exception of specialty categories of vehicles which will issue their own judging guidelines. Where these specific judging guidelines have been issued by the Senior Judge of that category they will replace the general guidelines wherever any conflict occurs.

Categories will be as follows:

Model A Ford	-	Model A Ford Club of America
Early V8 Ford	-	Early V8 Ford Club of America
Classic	-	Classic Car Club of America
Original	-	As issued by the Senior Judge
Antique	-	Horseless Carriage Club of America
Motorcycle	-	As issued by the Senior Judge

14. Timetable for Judging Committee:

In order for the judging meet to be successful it is imperative that the Judges have read and thoroughly understood the "Judging Guidelines" well in advance of the meet. In addition the "Judging Guidelines" should be read by the host chapter Judging Committee.

Any questions, possible problem areas, etc., should be sorted out by the National Judging Committee, months prior to the meet. By taking care of details now we will reduce problems.

September/October Get All plaques made for trophies. Committee meets to review previous May Tour and recommend Chief Judge for next year.

Fall Special Meeting	Appointment of Chief Judge by the VCCC National Board of Governors.
January	Print revised Judging Rules in "The Vintage Car" magazine. May Tour Chairman to be contacted regarding the requirements (ie acreage, layout, etc.) of the special Judging Area.
February	Check the supply of ribbons. Order more if supply needs to be replenished. Check trophies.
March	Letters to be sent to chapters and/or prospective Judges asking for their assistance. Confirmation is needed. Committee meets as required.
May	Before the judging, an "Official Judges Meeting" is called by the Chief Judge to explain the procedures, layout, etc..
June	Thank-you letters should be sent to all Senior Judges who, in turn, should thank their Judges.

Section 2 - RULES FOR VEHICLES BEING JUDGED

1. Eligibility:

Only vehicles which have been pre registered for judging by April 30 will be eligible for judging. Only pre registered vehicles will be permitted in the judging area unless authorization has been given by the Chief Judge. To be eligible for judging the vehicle must be available at the appointed time, ready for examination, with their owner or designated representative present. Vehicles without owners or their designate will not be started or judged for safety. They will not be judged in any area unless they have received preauthorized to do so by the Chief Judge. A notification will be placed on the windshield advising the owner when the judge team will return. If the owner is not present upon the return of the judging team, the vehicle will not be judged and it will be disqualified. The Chief Judge will make the final decision for disqualification from the judging process.

Vehicles will not be eligible for judging if:

- a. They are newer than 1975. Owners of vehicles newer than 1975 that are unique in production or have significant historical aspects may apply to the Chief Judge in writing for vehicle judging consideration;
- b. They fail to have safety glass in the windshield;
- c. They have a Non-authorized engine or non-authorized body. The word "authorized", as used in this text, is defined as follows:
 - i. Authorized by original manufacturers' literature provided by the Owner.
 - ii. Authorized by the Judging policies of the Marque Club of the vehicle involved, eg Model A - Model A Ford Club of America
- d. They did not complete the qualifying run, a total of 5 miles driven on paved roads. The qualifying run may be shortened or dispensed with at the discretion of the Chief Judge.
- e. They do not have an approved fire extinguisher. Motorcycles are excepted from

this requirement.

A windshield notice will be used to indicate that the vehicle has passed the qualifying conditions. The Safety Check results are recorded on a separate form and added to the total of the main judging sheet.

2. Display:

Automobiles must be displayed with the hoods up and tops up in the case of convertibles or other vehicles with folding tops. A mandatory 50 point deduction will apply if the top is not raised for judging. Rumble seats should be opened for inspection. Trunks and glove compartments should be left closed as these areas are not judged.

Vehicles should be displayed in a V'd formation which allows for easy movement of the judges around them. Such a formation also allows people to take pictures at a reasonable angle so they are not just photographing the front. It is also suggested that vehicles be parked wherever possible facing the south or southwest direction so that the sun will be behind the people taking pictures. It is suggested that wherever possible the pre-judging run be designed in such a way that the vehicles return to the hotel or motel parking lot or at least to an area which is paved and near the main tour headquarters. This makes the judging much easier, especially if there is inclement weather. It also does not 'trap' people out in the rural areas for lengthy periods of time while judging is in progress when they might be more comfortable in their hotel rooms resting up for the normal dining and dancing of that evening.

3. Car Classifications:

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|-----|-----------------------|---|
| 1) | Antique | pre 1916 |
| 2) | Model T Ford | 16 - 27 |
| 3) | Model A Ford | 28 - 31 |
| 4) | Early Ford V8 | 32 - 53 US, 32 - 54 Can. |
| 5) | Vintage | 16 - 27 |
| 6) | Pre War Domestic | 28 - 39 |
| 7) | Forties | 40 - 49 |
| 8) | Fifties | 50 - 59 |
| 9) | Sixties | 60 - 69 |
| 10) | Seventies | 70 - 75 |
| 11) | Classics | As defined by the CCCA |
| 12) | Commercial - Light | Under 1 Ton (Vintage) |
| 13) | Commercial - Heavy | 1 Ton or over (Vintage) |
| 14) | Motorcycle | As defined by the Chief Judge |
| 15) | Foreign | 16 - 45 |
| 16) | Foreign | 46 - 75 |
| 17) | Original (unrestored) | pre 1945 |
| 18) | Original (unrestored) | 45 - 75 |
| 19) | Best Senior | All previous Best of Class winners |
| 20) | Best Senior Original | pre 1945 - All previous Best of Class Senior (unrestored) Winners |
| 21) | Vintage Racers | As defined by the NAACC standards and upon application to the Chief Judge |
| 22) | Preservation | As defined by the NAACC. Eligible for ALL previous Best Senior Vehicles. |
| 23) | Flower Vehicles | Hearse, Procession vehicles, Ambulances to 25 years |

SECTION 3 - BANQUET, TROPHY PRESENTATION & LIST OF TROPHIES

The banquet will normally take place on the Sunday night, the judging having been completed on Saturday. This is primarily an Awards Banquet with the main function being the presentation of the various awards and trophies. It is suggested that minimal entertainment be provided as the awards will take up the balance of the evening after the dinner hour. The Chief Judge or his/her designate will make the trophy and ribbon presentations as follows:

- a. Best of Class winners will receive a keeper trophy as well as their name engraved on a perpetual trophy. They will also receive a Senior Vehicle Badge which must be displayed on the vehicle when the vehicle is being presented for judging. It is suggested that the badge be affixed to the vehicle in some suitable location. The badges are numbered and a permanent record is kept.
- b. First place winners of each class will receive a Blue Ribbon. 900 to 1000 points are required to be a first place winner.
- c. Second place winners of each class will receive a Red Ribbon. 825 to 899 points are required to be a second place winner.
- d. Third place winners of each class will receive a White Ribbon. 750 to 824 points are required to be a third place winner.

All of the above Ribbons and all Keeper Trophies will be paid for by National. In addition the trophies for the Best of Class and 1st, 2nd and 3rd place Ribbons for each classification of vehicle, the following presentations will also be made:

- a. Pre War Lord Montagu Award. This award is presented to the best first time judged vehicle at a May Tour (must score 900 points or more). The award can only be won one time. The winner must be a member of the VCCC. The vehicle must be 1944 or older.
- b. Post War Lord Montagu Award. This award is presented to the best first time judged vehicle at a May Tour (must score 900 points or more). The award can only be won one time. The winner must be a member of the VCCC. The vehicle must be 1945 - 1975.
- c. The Studebaker-Packard Trophy is awarded to the Best Senior model Packard on the tour. A Senior model Packard is defined as any Packard that is not in the model class of the following: 110 Special, 115B, 115C, 120, 120B, 120C, 200, 250 & Clipper; except where a custom body is fitted. VCCC judging rules apply. The winning car must achieve a minimum of 825 points.
- d. The Irish Veterans & Vintage Trophy is awarded to the best pre-war (1916 to 1946) European car on tour. It is not necessary that the that the Owner be a member of the VCCC. The vehicle must have been manufactured in Europe and judged in one of the regular classes.
- e. The Best Canadian Classic Award will be presented to the best classic car owned by a Canadian resident. The car must have been judged in the classic car category. The vehicle must achieve a minimum of 750 points.
- f. The Long Distance Trophy is awarded to the participant who has driven (not trailered or towed) his/her vehicle the farthest distance to the tour. The distance travelled will be taken to be the shortest route between the owners residence and the site of the tour. Vehicles will receive a handicap related to the age of the vehicle (mileage driven divided by the age of the vehicle).
- g. The Hard Luck Trophy needs no explanation.
- h. The Most Desired Car is awarded on the basis of "Peoples Choice". Every person attending the tour will be allowed one vote. Ballots will be provided in the Tour Package or by registration number at the Tour Headquarters.

- i. The President's Awards will be awarded to the restored vehicles receiving the highest point total from the Judges. It will be presented by the current year's VCCC President or his/her designate. There are two awards, one for Pre-war and the second for Post-war.
- j. The Best Original Class differs from all the rest of the classes insofar as it is intended to encourage the preservation of vehicles in their original condition. Because the rules covering this class are unique, participants are asked to check them carefully before entering their vehicles for judging. If you have any question as to the eligibility of your vehicle, you should contact the Chief Judge for clarification in order to avoid disqualification at the judging site. An eligibility certificate must be completed by the owner of the vehicle.

1. To be eligible the vehicle must have:

- i. Original engine and power train;
 - ii. Not more than 50% of the exterior repainted;
 - iii. Not more than 50% of the bright work done;
 - iv. Safety glass is mandatory in the windshield;
 - v. Not more than 50% of the interior replaced.
- A combination of ii, iii & v not exceeding 150% is acceptable.

Examples:

- A. Car has some new upholstery - up to 50% or less
 Some new paint - up to 50% or less
 Half Bright Work restored - up to 50% or less
Car is eligible 150%

- B. Car has all 4 fenders painted 50%
 Seats only upholstered 50%
 All Bright Work done 100%
Car is not eligible 200%

The above examples illustrate that any combination of maintenance designed to keep the vehicle on the road will not, in itself, prevent the vehicle from being judged in this class. Only compliance with the foregoing will allow the vehicle to be eligible for judging. Points may be deducted at the Judge's discretion depending upon the amount of apparent restoration.

- 2. All other items will be judged under the same conditions as apply to restored vehicles.
- 3. Points will not be deducted for the following items if they have been replaced or restored:
 - i. The roof insert, if the vehicle is so equipped;
 - ii. The top and pads on open cars;
 - iii. Water pump, fan belts, spark plugs, fuel pump, light bulbs, tires and tubes;
 - iv. The exhaust system;
 - v. Internal parts of the distributor, starter and generator;
 - vi. All replacement items must resemble the original items in every detail.
- 4. Bonus points will be added to the final score to compensate for the age of the vehicle. Two points per year beginning in 1975 for every year of the vehicles age. Vehicles newer than 1975 may not be judged unless approved by the Chief Judge.

Example 1:

A 1960 vehicle would receive 30 bonus points.
 1975 minus 1960 = 15 years times 2 points per year = 30 bonus points.

Example 2:

A 1935 vehicle would receive 80 bonus points
1975 minus 1935 = 40 years times 2 points per year = 80 bonus points.

Participant Responsibility

Anyone wishing further information or clarification on any of the foregoing should contact the Chief Judge. Please note: It is the car owners responsibility to place their vehicle in the proper class. A vehicle may be disqualified if it is not registered in the proper class or at the discretion of the Chief Judge.

Registration for judging will only be accepted by written application prior to the May Tour.

- k. Willy Bransford Memorial Award is presented to the highest scoring Ford vehicle entered for judging. The vehicle must score a minimum of 750 points.
- l. Harold & Nancy LeMay Award is presented for the Peoples Choice award. The May Tour Host Chapter is responsible for setting up the balloting procedure for the Peoples Choice award. The host chapter is to report the winner of the award to the Chief Judge prior to award presentation.
- m. Most Elegant Pre War Vehicle Award. The vehicle will be chosen by special committee appointed by the Chief Judge. It does not have to be entered for judging. This presentation may be presented to the recipient on behalf of a tour sponsor.
- n. Most Elegant Post War Vehicle Award. The vehicle will be chosen by special committee appointed by the Chief Judge. It does not have to be entered for judging. This presentation may be presented to the recipient on behalf of a tour sponsor.

GENERAL INFORMATION FOR JUDGES AND OWNERS

- 1. The safety inspection will be conducted before the judging begins. It will be the responsibility of the Host Chapter to provide chapter members to conduct the safety inspection. The Chief Judge will provide the chapter with the appropriate information to conduct the inspection. The Chief Judge may choose to cancel the safety inspection.
- 2. Engines will be started for judging and all lights and gauges will be inspected.
- 3. Failure to have a UL approved fire extinguisher will result in disqualification.
- 4. Trunk interiors and glove boxes may be inspected but will not be judged.
- 5. The following items are accepted for judging without penalty:
 - a. Tires: All tires must be matched with the exception of the spare. Whitewall tires must be the proper style. Radial tires will not receive a deduction if correct for the year and make of vehicle. Only number size tires will be accepted for judging; non number tires will receive a mandatory 2 point deduction per tire (maximum deduction of 8 points for all four tires). Letter size tires are not acceptable. Metric size tires are acceptable on foreign cars only. A vehicle manufactured with bias ply tires should have them, however no points will be deducted if the proper numbered radial tires have been substituted.
 - b. Trippe and Pilot Ray driving lights are accepted on classic and certain Pre WW II vehicles.
 - c. Turn signals and battery operated switches are accepted providing they are installed in a manner in keeping with the design of the vehicle, using authentic wiring and in good taste.
 - d. Seatbelts and child restraints are accepted if neatly installed.
 - e. Outside rear view mirrors are accepted if they are of the correct vintage or are in keeping with the vehicle. These are considered safety items.
 - f. First use of metallic paint was November 7, 1927.

- g. Painted exhaust systems will receive NO deduction provided it is done in a tasteful manner.
- h. All radiator clamps must match each other. All heater hose clamps must also match each other.
- i. Authenticity: A truly authentic part or component is one that might have come with the vehicle when the vehicle was made. However, a reproduction part, exact in every detail, is accepted as authentic in a restored vehicle.
- j. Batteries may be of modern manufacture but should appear as original. Batteries must be black on vehicles prior to 1954. Fluid refill entry openings are required. A maximum of 10 point deduction will be required for modern maintenance free batteries (reproductions are available). If the battery is incorrect but has removable filler caps a 5 point deduction is appropriate.
- k. All vehicles must be driven on to the judging field under their own power except those vehicles entered as Vintage Racers or Motorcycles. These vehicles may be pushed to their positions on the judging field. These vehicles will be checked for operation under the direction of the Chief Judge.
- l. Add-on trunks must be of the correct size and construction, be aesthetically proper and in keeping with the rest of the vehicle. It will not be necessary for the owner to authenticate them.
- m. Add on electric fuel pumps are considered non authentic but will receive no point deduction.
- n. Modern radiator core material in lieu of honey comb or early type core material is non authentic and will receive mandatory deduction of 15 points under the authenticity section.
- o. Nylon carpet is acceptable for replacement if the pile is the same in style and colour as the original. The piping must also be the same style as the original. If the carpet had a cut pile style, the replacement must be the same or a mandatory deduction will be applied.
- p. Badge Display: Club Badges will not be subject to a deduction if they are appropriate to the vehicle and displayed in good taste. Excessive badges will result in a deduction of not more than 4 points. A National Marque Award Badge displayed on the vehicle will not receive a point deduction. All Senior VCCC vehicles must display their Senior Badge for entry into the Senior class category or are subject to disqualification. Disqualification will be determined by the Chief Judge.